

## Jack Langdon Race Report

Written by Tony Brogan

*(with occasional editorial embellishments by FCR Greg Taylor)*

It was a glorious sunny Sunday morning when I arrived on the dock about 0910, looking expectantly for the promised Northerly. Instead, it was a fresh SE. However, wind is wind, and this time I had all sails on deck just in case.

Crew, Martin, appeared and together we made Radiant Heat ready for the spray. Fray?? Well ready for whatever.

At the skippers meeting FCR presented the plan to move the far end of the start line out as far as possible without interfering with the floatplane right of way, and widen the line as well. The two fold objective being to facilitate easier starts and safer finishes.

The sooner the better in this skippers opinion. Anything that helps get boats on the water is a good plan. Wider start lines and not close to the dock is less harrowing and having the outer pin further out reduces the chances of a racer ending up among, and colliding with, one of the myriad boats in Squalor Bay, while struggling to secure sails.

Another great idea was to give skippers an extra 10 minutes between the Skippers meeting and the start time. Ten minutes is not a lot, but is a bonus time to get the boat sails up, the rig set and a have couple of practice runs before the bell (that is the ex boxer in me reacting. Do not ring a bell unless you want to have me come out fighting!)

Talking of starts we had to deal with the clock on my plotter halting with 2.45 to go. We did not realize it had stopped until we noticed the fleet charging the line. We realized that in reality there were only a scant 15 seconds left on the clock!

Not exactly coming out fighting. Rather getting a sucker punch before getting off the stool.

Ogopogo took off like a rocket. Imp was cruising with the savvy Craig looking for any advantage in the wind, where it might be a little more or less, or where he might expect a header or a lift. He will sense where to be for the advantage to Imp and the detriment to the rest of us.

Shingebiss was also moving well, and seems to have found her stride these days, and was matching Imp tack for tack.

Radiant Heat playing catch-up. We were at times in sync with the other boats tacks and sometimes running contrary. Sometimes we gained a little and sometime not. Close behind was Skeena Cloud piloted by our FCR, Greg, the perpetual student all things racing. Well it seems he is learning a thing or two as all the way to our first mark SC was just a little back, and closer than is seemly polite of a mere student. *(I have some great teachers – ed)*

Turning at Batt Rock there was no change in the boat order and little change in distances between boats as we turned toward Captains Passage with a nice shove from the flood current. But what was this??.

Skeena Cloud had fallen afoul of lighter air and dropped behind. Imp and Shingebiss were now crawling. Radiant Heat hung to the east of the channel, having spied a new front near Channel Islands . All to no avail, as the wind died to nothing, and we three rode the current, aided by an errant a little puff here and there.

Slowly we clawed our way North.

Meanwhile the front slowly approached, and there was some enthusiasm aboard that RH would get it first, and blast by Shingebiss and Imp. BUT, looking astern we could see, horrors, that SC was getting the new wind first near Batt Rock and was rapidly closing the distance. Greg, I imagined, was salivating that he would show us all who was the real leader. (*Salivating, me? No. Drooling? Maybe*)

But the the wind did not approach as a front after all, but as a series of skips upon the water. Landing here and skipping there . Consequently, RH got just a little of the wind while Imp and Shingebiss received some bounces of the early wind and both moved off at better speed than Radiant Heat. Skeena Cloud was wind driven to the Nose point side of the channel and there abandoned in a nice hole to leave her stranded as we all moved into the Trincomali Channel breeze and took aim at the Ben Mohr Rock mark.

Ogopogo had disappeared, and we thought, so far ahead, as to be out of sight. It turned out that she decided not to wallow in the wakes of every Sunday speed boater within 10 miles and packed up and went home. We just hadn't noticed being too preoccupied with whether we should fly a spinnaker or not. Well we put it up and it didn't fly so we took it down again!

It was a close reach to beam reach across to Ben Mohr and we dutifully rounded the mark, flying head sails, in the order proscribed by the fates. After the turn it was much the same on the way back and we saw SC now out of the hole and near close hauled to make the mark as we passed her still going the other way.

Then Captain's Passage opened a hole again that was actually invisible because of choppy water. As we approached Imp tacked hard to the East and found some wind. Shingebiss kept on Port tack and found a way through the hole, and then already half mile ahead, got a nice lift that shortened the tack to Batt Rock by several boat lengths.

Imp had gone back to Port tack in a fresh breeze and now Radiant Heat was also moving. The apparent wind now into the teens. There was no sight of SC behind. (*The other boats seemed to have taken the Trincomali wind with them, and I was progressing, with some chagrin, at a stately half a knot – ed*)

Now Shingebiss was around Batt Rock and getting the spinnaker set. Soon followed by Imp now in second place while RH was barreling down on a single tack before rounding.

The wind was now 10-12 knots and our spinnaker was drawing well as we motored along at 6-7 knots speed over ground into the now ebbing current. Imp giped from one tack to another, Shingebiss was more downwind as far as we could see but we thought we were narrowing the gap.

Looking back we could now see Skeena Cloud coming through the Pass in Captain's Passage, also making good time with the increased wind. (*I had an exhilarating sail, hard on the wind, and on the edge of control, all the way from the Pass to Batt Rock -ed*)

And thus it was to the finish line and the times with the first three boats was 10 minutes and for a 4 hour, 16 nm race, is a close run thing. I am also wary of Skeena Cloud being too close for comfort after the adjusted times are calculated.

A beautiful day. Lovely sailing wrapped round a half hour hole: typical Salt Spring sailing conditions.

We gathered for the après-racing sojourn on the docks and it appeared everyone had a thoroughly good day. We were challenged, had fun, did well, enjoyed time with like-minded people, were on our boats; what more can a sailor ask?

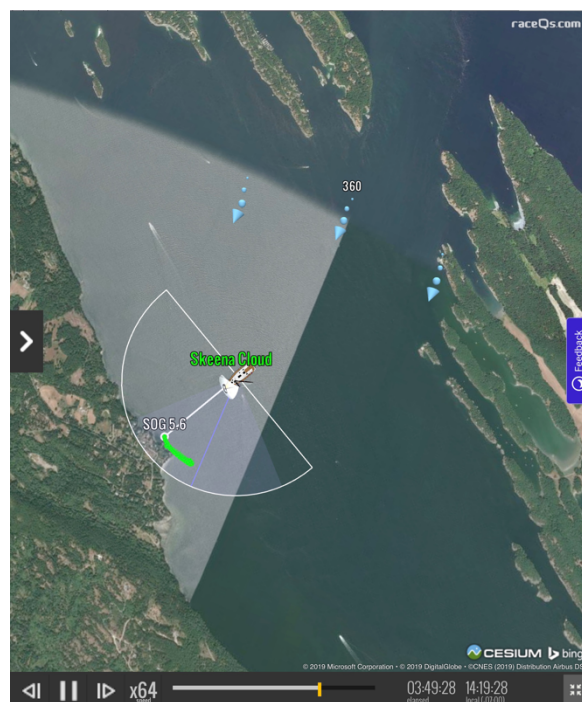
Jack Langdon - 8/25/2019

Start: Start 1, Finishes: Place

Rank	Boat	SailNo	NHC3	Start	Finish	Elapsed	Corrected	BCR	Points
1	Radiant Heat	67901	0.913	10:30	14:22:37	03:52:37	03:32:23	0.913	100
2	Skeena Cloud	121	0.806	10:30	15:08:09	04:38:09	03:44:11	0.764	80
3	IMP	2107	1.009	10:30	14:16:55	03:46:55	03:48:58	0.936	60
4	Shingebiss	49077	1.041	10:30	14:12:54	03:42:54	03:52:02	0.953	40
5	Ogopogo	2	1.132			DNF			20



Staggering across Trincomali.



A few minutes later